



San Joaquin Valley's AB 617 Environmental Justice Steering Committee

Second-Round Community Nominations

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Introduction

In July of 2017, the Governor and Legislature of the State of California passed Assembly Bill (AB) 617, now known as the Community Air Protection Program (CAPP). The law requires the California Air Resources Board (CARB) and local air districts to deploy community air monitoring in select communities, to implement local emissions reduction programs in communities experiencing high cumulative air pollution exposure burdens, and to make other changes regarding the measurement and control of air pollution. The law mandated CARB select the first round of communities in 2018 for the preparation of emissions reduction and air monitoring programs and annually thereafter.

In February of 2018, the San Joaquin Valley Environmental Justice Collaborative - comprised of the Central California Environmental Justice Network, the Central California Asthma Collaborative and the Central Valley Air Quality Coalition - convened a group of Environmental Justice (EJ) advocates from across the Valley to discuss the passing of the new law. The group formed the *San Joaquin Valley AB 617 EJ Steering Committee* (SJV Steering Committee) with the goal of increasing coordination and consultation among EJ partners in the Valley around the development of AB 617 CAPP programs.

In year one, the SJV Steering Committee developed a methodology to select, prioritize and nominate Valley communities to participate in CAPP. Now in year two, the SJV Steering Committee updated the community assessment and selection methodology with more current data and information, including various lessons learned during the initial implementation year.

The following report is designed to reflect this updated approach, recommend, and help inform both the San Joaquin Valley Air Pollution

San Joaquin Valley EJ Steering Committee	
Acronym	Environmental Justice Organization
Catholic Charities	Catholic Charities-Diocese of Stockton
CVAQ	Central Valley Air Quality Coalition
VIP	Valley Improvement Project
CCAC	Central California Asthma Collaborative
BHC	Building Healthy Communities (Kern and Fresno)
LCJA	Leadership Council for Justice and Accountability
CBDIO	Centro Binacional para el Desarrollo Indigena Oaxaqueno
Madera Coalition	Madera Coalition for Community Justice
Valley LEAP	Valley Latino Environmental Advancement Project
CPR	Californians for Pesticide Reform
Green Action	Green Action for Health and Environmental Justice
TC-CAPS	Tulare County-Coalition Advocating for Pesticide Safety
El Pueblo	El Pueblo para el Aire y Agua Limpia de Kettleman City
CCEJN	Central California Environmental Justice Network
CRPE	Center on Race, Poverty and the Environment
CWC	Community Water Center

Introduction

Control District nomination and CARB's selection of next year's AB 617 CAPP community(s) in the SJV. The report outlines the SJV Steering Committee's community selection process and final prioritized list of communities nominated for the preparation of both emission reduction and air monitoring plans. The SJV Steering Committee appreciates the opportunity to provide the following community nominations.

Second-Round Communities

To nominate communities in the San Joaquin Valley for the second round of the AB 617 Community Air Protection Program, the SJV Steering Committee began with the list of environmental justice communities generated during the first-round nomination process. While these communities all share a heavy burden of pollution and are considered the most disadvantaged in the state, many are currently lacking the residential and organizational capacity to successfully engage with the Air District and CARB in the AB 617 CAPP process. From the original list of 40 communities, only seven were identified by SJV Steering Committee members as having the existing capacity to participate in the next round of AB 617, as shown in Table 1.

County	Community	Community Type	Lead Organization	Air Monitoring	Emission Reduction
San Joaquin	Central-SW Stockton	Urban	Catholic Charities, Little Manila, Fathers and Families, Central California Environmental Justice Network	X	X
Merced	South Merced	Urban	Leadership Council, Central California Asthma Collaborative	X	X
Madera	Fairmead	Rural	Leadership Council	X	X
Madera	La Vina	Rural	Leadership Council	X	X
Fresno	Lanare	Rural	Leadership Council	X	X
Tulare	South Tulare & Matheny Tract	Urban/Rural	Centro Binacional para el Desarrollo Indigena Oaxaqueno, Californians for Pesticide Reform, Tulare County-Coalition Advocating for Pesticide Safety	X	X
Kern	Lamont-Arvin	Rural	Central California Environmental Justice Network, Center on Race Poverty and the Environment, Californians for Pesticide Reform Reform, Communities for a Better Arvin	X	X

Table 1. Communities nominated by SJV EJ Steering Committee members

Scoring Criteria

Based on the experiences of SJV Steering Committee member organizations involved in the implementation of the first round of AB 617 CAPP in South Fresno and Shafter, it was decided that the method of prioritizing communities for second-round nominations should be more heavily weighted toward community capacity with less weight given to the available environmental data. This decision was based on two primary factors: 1) the significant amount of time and work required by local CBOs to successfully engage with residents and the Air District throughout the CAPP process and 2) the lack of reliable environmental data reflective of *local* air pollution emissions. [note: CARB has provided comprehensive datasets of local mobile and area source emissions in existing AB617 communities, but this level of data is currently unavailable for other California communities]

The methodology for scoring and ranking SJV communities under consideration for the second round of AB 617 included analysis of five community-level categories: [1] Population Characteristics, [2] Regional Air Pollution, [3] Local Air Pollution, [4] Health, and [5] Capacity. Individual indicators within each category were selected from available datasets, as shown in Table 2 below (data sources are indicated in parentheses).

POPULATION CHARACTERISTICS (10%)	HEALTH (20%)
Poverty (CES3.0)	Asthma ED rate (CES3.0)
Linguistic Isolation (CES3.0)	Heart Attack ED rate (CES3.0)
REGIONAL AIR POLLUTION (10%)	Low Birth Weight (CES3.0)
PM2.5 (CES3.0)	Life Expectancy (HPI)
Ozone (CES3.0)	Diabetes (HPI - urban only)
LOCAL AIR POLLUTION (10%)	Obesity (HPI - urban only)
Diesel PM (CES3.0)	CAPACITY (50%)
Pesticides (CES3.0)	Number of engaged CBOs (SJV EJ SC)
PM2.5 Stationary Sources (SJVAPCD)	
Oil & Gas (DOGGR)	<i>CES3.0: CalEnviroScreen, version 3</i>
Dairies (CA Water Board)	<i>HPI: CA Healthy Places Index</i>

Table 2. Categories and indicators included in community scoring matrices.

Scores were assigned to each of the individual indicators at the census tract-level based on statewide ranking (75th – 95th percentiles), estimated emissions (PM2.5 tons/year) or proximity to sources (oil/gas, dairies = # facilities within half-mile of community), as indicated in Table 2 below and on the community assessment maps included in the Appendices.

CES or HPI, CA rank	SCORE	PM2.5 Emissions	SCORE
75th percentile	1	1-2 tons/year	1
80th percentile	2	3-5 tons/year	2
85th percentile	3	6-10 tons/year	3
90th percentile	4	11-15 tons/year	4
95th percentile	5	> 15 tons/year	5

Table 3. Census tract-level assessment scores

Individual indicator scores were used to generate an average category score for each census tract. Combined census tract scores were then averaged to calculate a total score for that category, which was then weighted as indicated in Table 2 above. [note: Local Air Pollution scores were additive and standardized to a maximum value of 5] Weighted, average category scores were then summed to generate a total community score (see *Community Scoring Summary* in the Appendices). We did not include population weighting to any of the category scores, but instead separated communities into URBAN and RURAL groupings.

Preliminary community boundaries that were drawn for the purpose of generating community-level burden scores were subsequently modified based on the combined category scores for each census tract. Initially, only census tracts designated as SB535 disadvantaged communities were included in the analysis, however, based on other data (e.g. poverty indicator), it was determined that some low-income neighborhoods with high pollution burden were being excluded (e.g. northwest Arvin and west Lamont). These census tracts were subsequently included in the analyses. The proposed boundaries (see individual community assessment maps in the Appendices) are currently under review by local community groups to provide additional input on the recommended boundary and should not be considered as final. Lamont and Arvin would like to be nominated as one community for CAPP purposes.

Unfortunately, this methodology was not capable of analyzing small communities located in large, rural census tracts that include other (larger) communities. For example, the communities of Lanare and LaVina represent only a small fraction of the total population in their respective census tracts. We therefore are unable to determine whether or not the census tract-level population, pollution and health data utilized in this analysis would be reflective of these communities.

Prioritized List of Communities

The detailed scoring matrices and associated maps can be found in the Appendices. The prioritized list of communities includes **Stockton** as the highest ranked URBAN community and **Arvin-Lamont** as the highest ranked RURAL community, as shown in Table 4.

	URBAN	RURAL
1	Central-SW Stockton	Arvin-Lamont
2	South Merced	Fairmead
3	South Tulare	Lanare/LaVina

Table 4. Community Assessment Rankings

Port of Stockton and surrounding neighborhoods

Community location: The Port of Stockton is located southwest of downtown Stockton. This community's census tract is bordered by Interstate-5 (I-5) to the east, the San Joaquin River to the north and west, and West 8th Street to the south. There are multiple railroad lines within, and it is close to the Ort J. Lofthus Freeway and Charter Way. The proposed boundaries are currently under review by local community groups to provide additional input and should not be considered final.

Description of the community: The Port, according to CalEnviroScreen, has a population of approximately 6,692 with a 100% Pollution Burden percentile and a 96 to 100% Population Characteristics percentile. There is one elementary school four blocks from Best Logistics, Inc., and there are two elementary schools just below the census tract, and a high school just outside the census tract on the other side of I-5. The Port is a major industrial location, consisting of railroads, the seaport, factories, and warehouses, with homes and neighborhoods to the north, east, and south. According to CalEnviroScreen, the Port has a higher than 96% percentile for cleanups, groundwater threats, impaired water, solid waste, asthma, and cardiovascular rate. The Port also has a high percentile burden for education, poverty, and housing burden. The population is largely Hispanic at 57%, followed by Asian-American at 21%, African-American at 13% and White at 6%. The tract contains 19% children under age 10.

Air pollution concern: The Port contains and is surrounded by heavy industrial uses. Other industries include: CenCal Recycling, Waste Management, Schuff Steel Pacific, JC Trucking, DTE Energy (a biomass incinerator), Lineage Logistics (a cold storage distribution center), as well as other distribution centers, manufacturers, and warehouses. All this industry contributes to high levels of PM 2.5, diesel, and traffic, which in turn contribute to the high health concerns such as asthma, cardiovascular issues, and impaired water and groundwater threats.

South Merced

Community location: South Merced is a neighborhood that spans from West Ave to Martin Luther King Jr Way, and West Childs to the 99 Freeway.

Description of the community: Neighbors United for a Better South Merced is a community group that has advocated for decades for increased transportation investments in their community, community and pedestrian safety, and for a grocery store. They work very closely with their local government in the City of Merced to secure investments and improvements in their neighborhood. Recently, they were successful in securing a four-way stop in a heavily trafficked intersection that posed a threat to schoolchildren and families. Despite its location in one of the most agriculturally rich areas of the state, South Merced is a food desert and does not have a grocery store in the neighborhood where residents can buy fresh produce. There is a middle school and an elementary school in the community. The group holds regular meetings at the Golden Valley Health Center on W Childs Ave.

Air pollution concern: According to CalEnviroScreen, parts of South Merced ranks in the top 9% most overburdened communities, the top 7% for PM 2.5 pollution, and the top 12% for asthma rates. As the community is partially bordered by the 99 freeway, a major freight and vehicle corridor, air pollution from diesel emissions impacts South Merced. There is also an airport nearby that could potentially contribute harmful emissions to the community. Additionally, agricultural operations and new industrial parks located along highway 140, Childs and the 59 also contribute negatively to the air quality.

Fairmead

Community location: The main cluster of homes in the Fairmead are between Avenue 21 1/2 and Avenue 24. This cluster of 178 homes are connected to the county well, have natural gas connection and all have septic tanks. All other property homes within Fairmead are a mix of larger acreage almond orchards and smaller 3-5 acre ranchettes.

Description of the community:

Fairmead is an unincorporated community in Madera County between the cities of Madera and Chowchilla. CA State Route Highway 99 splits the 8-square mile community of Fairmead. According to the 2010 U.S. Census, Hispanic or Latino residents make up almost 70% of Fairmead's demographics and approximately 17% of residents identify as Black or African American. Fairmead is in the top 9% most overburdened communities on CalEnviroScreen, and the top 12% most pollution burdened. The community ranks in the top 15% for ozone pollution, top 16% for PM 2.5, and top 14% for pesticides.

There is one school in Fairmead which only accommodates 5th and 6th graders. All other school-aged children are bussed to Chowchilla and Madera. There is a significant lack of infrastructure: no commercial businesses, no parks, no sewer services, no community center, no sidewalks and many road issues and flooding. There is only one bus stop with no more than 3 routes a day and the nearest grocery store is 5 miles away.

Fairmead Community and Friends is a non-profit founded in 2007 to advocate for the community and ensure that residents' voices are heard at the county and state level. They advocate for basic infrastructure and investments in Fairmead and host community building activities such as annual dinners, food distribution, and children's activities.

Air pollution concern: Residents of Fairmead are concerned with a variety of possible pollution sources, such as the Fairmead Landfill on the westside with homes in close proximity. The nitrates and pesticides used for the hundreds of acres of planted almond orchards that are in close proximity of homes are major concerns. The pollution from the BNSF and Union Pacific trains that run daily right along highway 99 very close to the cluster of homes is also of concern. Without any commerce in Fairmead there are many necessary vehicle trips for purchases and to go to work. There is one dairy in Fairmead. There are also clouds of dust brought on by work and harvest in the multitude of almond orchards surrounding Fairmead homes. With the lack of road repairs and the previous years' drought, there is more road dust.

La Vina

Community location: La Vina is an unincorporated community in Madera County located about 7 miles south and southwest from the city of Madera. Along Avenue 9 are parcels with various types of housing, a SHE multi-family development with 56 units, and about 60 Self Help homes.

Description of the community: The majority of residents in La Vina are farmworkers and individuals employed outside of the community. According to the 2010 U.S. Census, Hispanic or Latino residents make up 95% of La Vina's demographics. There is one bus stop that has one round trip to the City of Madera available only two days out of the week. There is a K-8 school one mile from the main tract of homes, but due to the lack of infrastructure and the danger of speeding diesel trucks and tractors, children are forbidden from walking to school and face suspension if caught by school staff. There is one small market in the community, but the groceries are expensive. There is no public park, no community center, a significant lack of basic infrastructure, and severe road issues due to the agricultural surroundings.

Air pollution concern: La Vina is in the top 14% most overburdened communities on CalEnviroScreen, and ranks in the top 2% most pollution-burdened. The community ranks in the top 5% for PM 2.5 pollution, top 9% for pesticides, and top 15% for ozone. Residents of La Vina are concerned with a variety of pollution sources. Because of the lack of transit and transportation options, as well as lack of job opportunities in the community itself, residents must drive long distances for work and other services. Pollution from passenger vehicles as well as diesel emissions from tractors and freight are large contributors to the area's poor air quality. Truck traffic is particularly increased during the harvesting seasons. Additionally, residents are concerned with pesticides and dust from agricultural operations as the community is completely surrounded by various crops. A nearby winery, Mission Bell, on the northern end of the community as well as the Ardagh Glass manufacturing facility also create negative localized impacts. According to CARB's Pollution Mapping Tool, Ardagh Glass is a significant emitter of not only carbon dioxide, but also nitrous and sulfur oxides.

Lanare

Community location: Lanare is an unincorporated community located approximately 24 miles south of the city of Fresno and 8 miles west of the 41 freeway. Mt. Whitney Road is the southern boundary of the community, with residential houses on Chateau Ave, Fresno, Garfield, Grantland, and Bryan. The Census tract in which Lanare is located is much larger than the boundaries of the community.

Description of the community:

Lanare is surrounded by agricultural lands and large-scale dairies. According to the 2010 Census, 40% of the community's population age 25 years and older have achieved an education level below the 9th grade. 88% of residents are Hispanic or Latino, and about 62% live below the poverty level. The Census tract in which Lanare is located is in the top 19% most disadvantaged communities on CalEnviroScreen, and ranks in the top 9% for ozone pollution and the top 3% for PM 2.5. The community also ranks in the top 9% for pesticide application.

Lanare's water is contaminated with arsenic, and resident leaders have been embroiled in a fight for clean drinking water for more than a decade. Although an arsenic treatment plant was built in their community, the engineering study for the plant did not accurately consider residents' low-income status or water usage, so residents were not able to afford the fees to operate and maintain it. After only 6 months the facility went idle and the system was put into receivership because of mismanagement. Since then, the community has been advocating for a permanent drinking water solution, and they have successfully procured state funding for a new water system with two new wells. The new Community Services District has been training to take back control of the water system.

Much of Lanare is situated along a fast-paced, two-lane county road called Mt. Whitney. Several years ago, community leaders were able to advocate for state funding to construct a sidewalk along Mt. Whitney so that residents could walk safely to neighbors' homes, the small shop, or the community center. The community as a whole is severely lacking in infrastructure; most streets do not have sidewalks or street lights, roads are poorly maintained, there is no public transit for accessing healthy stores and resources in nearby cities, and poor wastewater infrastructure makes the community prone to flooding during the rainy season.

Lanare has a community center where the community group meets once a month to discuss state legislation, transportation, and make decisions regarding their water services. The group meets with state legislators, district supervisors, and state agency representatives and partners with Leadership Counsel for Justice and Accountability on these decision-making processes.

Lanare

Air pollution concern: Residents of Lanare are concerned with a variety of possible pollution sources, including contamination from pesticide use in the agricultural fields surrounding the community, dust from the dry fields surrounding their homes, and the many dairies located in and nearby the community. Many of these dairies have been permitted to construct dairy digesters on their sites, which poses localized air pollution risks. Additionally, because of the lack of transit options and basic services in the community, residents are forced to drive outside of Lanare for work, medical services, school, or other essentials, thereby increasing air pollution from passenger vehicles.

South Tulare and Matheny Tract

Community location: Matheny Tract is an unincorporated community of about 1,200 residents in Tulare County. The 99 freeway marks the community's eastern border, and Matheny is surrounded by farmland and industrial development. Palo Verde Elementary is a K-8 school located less than two miles from Matheny Tract that serves roughly 600 students, including the children of Matheny.

Description of the community: 73% of Matheny Tract are Hispanic or Latino, with 33% of residents living below the poverty level. According to the most recent Legacy Plan, Matheny Tract's median household income is \$30,565, half of the State of California's median household income. The Plan also found that approximately 55% of the severely disadvantaged community's housing units were deteriorated and 32% were dilapidated. Matheny Tract ranks in the top 15% most overburdened communities according to CalEnviroScreen, and is also in the top 15% most pollution burdened communities. Matheny Tract scores in the top 9% for ozone and top 1% for PM2.5. The community also scores in the top 20% for asthma and pesticides.

In 2010, residents organized into the Matheny Tract Committee to address the lack of basic infrastructure, such as sidewalks, streetlights, safe drinking water, and sewage systems. Leadership Counsel for Justice and Accountability works closely with the Matheny Tract Committee, and in 2016 through grassroots organizing and legal advocacy, the community became the beneficiary of the State Water Board's first mandated drinking water system consolidation. The community continues to organize for wastewater treatment, parks, protection from industrial pollution, street lights, and active transportation infrastructure.

Air pollution concern: Residents of Matheny Tract are concerned with a variety of pollution sources, including contamination from pesticide use in the agricultural fields around the community and the multitude of dairies in the area. The community borders Highway 99 and a Union Pacific Railroad which are responsible for many emissions. Matheny's northern border with the City of Tulare is zoned heavy industrial. Matheny Tract's Legacy Plan identifies that because Matheny Tract is located near the central portion of the Valley with prevailing winds from the northwest, it is in a vulnerable position for the accumulation of adversely modified air, particularly when a temperature inversion occurs which holds down surface air along with its pollutants.

Lamont

Community location: Lamont is located north of the City of Arvin and south of the City of Bakersfield. Lamont is an unincorporated county island that has historically been underserved by the Kern County Planning Department. The community of Lamont is located South of Mountain View Rd and North of Buena Vista Blvd. Lamont is also East of Fairfax Rd and West of Vineland Rd. Lamont and Arvin would like to be nominated as one community for CAPP purposes.

Description of the community: Lamont's is made up of 95% Latino/Hispanic, 3% White, and 2% Other. Homes are less than 40% occupant-owned and the vast majority are owned by investors living outside Lamont. The median household income is only \$34,000.00. The majority of Lamont residents are employed by major agricultural companies operating in the region.

Air pollution concern: Lamont is an Environmental Justice community as evidenced by decades of elected officials prioritizing major industries over public health and resident wellness. As a rural, disadvantaged and historical farm-working community, it has been at the forefront of environmental racism and poor land-use practices. Lamont is surrounded on all sides by agricultural lands and is heavily impacted by pesticides in Kern County. Lamont is also directly downwind from one of the largest oil & gas refineries in the county. Lamont suffers from some of the worst environmental conditions in all the state. PM2.5 levels are worst in the nation. The water has been heavily polluted by historic misuse of pesticides and oil and gas by-products.

There is a long-awaited need for betterment and change in the community of Lamont.

Arvin

Community location: The City of Arvin is located in South Kern County and is one of the southernmost communities in Kern County before the Grapevine communities. At the bottom of the air basin and surrounded by mountains on three sides, the City of Arvin bears the brunt of the San Joaquin Valley's regional air pollution. It is also surrounded by heavy agriculture and oil & gas production. The community of Arvin is defined by the sphere of influence surrounding the community. Arvin is located East of Ranchero Rd and West of Tower Line Rd, South of Sunset Blvd & North of Beckett Blvd. Arvin City Council is composed of all Latinos and majority millennials. Lamont and Arvin would like to be nominated as one community for CAPP purposes.

Description of the community: The City of Arvin is in South Kern County and is populated by 21,000 residents. 90% of residents are Latinos/Hispanic and 10% are White, African-American, Asian American & others. The Median household income in Arvin is \$32,000. Income is derived mainly from agricultural work in the surrounding fields. The City of Arvin's housing stock is noteworthy; more than 50% of people live in rented homes and less the 45% of Arvin residents own their own homes.

An environmental justice revolution was ignited the City of Arvin, leading to Arvin residents standing up and speaking up for their community. Arvin has an active group of residents that have mapped and tracked local pollution and even created partnerships with neighboring industries. Arvin volunteer residents have been leading grassroots, environmental justice projects for a least a decade. The City's history of activism is reflected in the makeup of the City Council, which is formed of all Latinos and 4 out of 5 members are millennials.

Air pollution concern: The City of Arvin is completely surrounded by agriculture and is one of the locations that uses the most pesticides on a yearly basis. Arvin also has a long history with oil & gas producers, mostly small producers that generate low volumes of crude oil but large amounts of air toxins.

Appendices

2019 COMMUNITY SCORING SUMMARY

Central Stockton (URBAN)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	AVERAGE	WEIGHTED
POPULATION CHARACTERISTICS (10%)	1.0		2.0	3.0	3.5	3.5	2.5	4.5	3.5	5.0	4.0	4.0	1.0	4.5	4.5	3.5	3.5			2.5	4.0	2.5	0.0	3.1	3.1
REGIONAL AIR POLLUTION (10%)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0			0.0	2.0	1.0	1.0	1.7	1.7
LOCAL AIR POLLUTION (10%)	0		0	2	2	0	1	0	1	0	0	0	4	4	0	0	0			2	0	5	5	1.3	1.3
HEALTH (20%)	3.3		3.0	3.2	3.3	2.0	2.3	4.8	4.0	3.0	3.2	2.0	3.5	3.3	3.8	5.0	3.0			3.8	3.0	3.0	2.3	3.3	6.5
CAPACITY (50%)																								4.0	20.0
TOTAL SCORE: Stockton																								32.6	
Arvin-Lamont (RURAL)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	AVERAGE	WEIGHTED
POPULATION CHARACTERISTICS (10%)	2.0	4.0	2.5	4.5	3.0	5.0	3.5	4.5																3.6	3.6
REGIONAL AIR POLLUTION (10%)	5.0	5.0	4.5	5.0	5.0	5.0	5.0	5.0																4.9	4.9
LOCAL AIR POLLUTION (10%)	11.0	1.5	3.0	2.5	4.0	3.0	5.0	3.0																4.1	4.1
HEALTH (20%)	1.8	0.5	0.0	0.0	0.0	1.0	0.5	0.0																0.5	0.9
CAPACITY (50%)																								4.0	20.0
TOTAL SCORE: Arvin-Lamont																								33.6	
South Tulare (URBAN)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	AVERAGE	WEIGHTED
POPULATION CHARACTERISTICS (10%)	4.5		4.5	3.0	3.0	2.0																		3.4	3.4
REGIONAL AIR POLLUTION (10%)	3.5		3.5	3.5	4.5	3.5																		3.7	3.7
LOCAL AIR POLLUTION (10%)	1		1	5	5.0	1.0																		2.6	2.6
HEALTH (20%)	2.0		3.8	2.5	1.0	2.5																		2.4	4.7
CAPACITY (50%)																								3.0	15.0
TOTAL SCORE: Tulare																								29.4	
South Merced (URBAN)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	AVERAGE	WEIGHTED
POPULATION CHARACTERISTICS (10%)	2.0	1.0	2.0	2.0	1.5	4.0	4.0	5.0	3.0															2.7	2.7
REGIONAL AIR POLLUTION (10%)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0															3.0	3.0
LOCAL AIR POLLUTION (10%)	3.0	2.0	3.0	3.0	2.0	2.0	0.0	0.0	2.0															1.9	1.9
HEALTH (20%)	3.0	3.3	4.2	3.2	1.5	3.2	3.5	3.3	2.2															3.0	6.1
CAPACITY (50%)																								2.0	10.0
TOTAL SCORE: Merced																								23.7	

Individual Indicators

POPULATION CHARACTERISTICS (10%)

Poverty (CES3.0)

Linguistic Isolation (CES3.0)

REGIONAL AIR POLLUTION (10%)

PM2.5 (CES3.0)

Ozone (CES3.0)

LOCAL AIR POLLUTION (10%)

Diesel PM (CES3.0)

Pesticides (CES3.0)

PM2.5 Stationary Sources (SJVAPCD)

Oil & Gas (DOGGR)

Dairies (CA Water Board)

Individual Indicators

HEALTH (20%)

Asthma ED rate (CES3.0)

Heart Attack ED rate (CES3.0)

Low Birth Weight (CES3.0)

Life Expectancy (HPI)

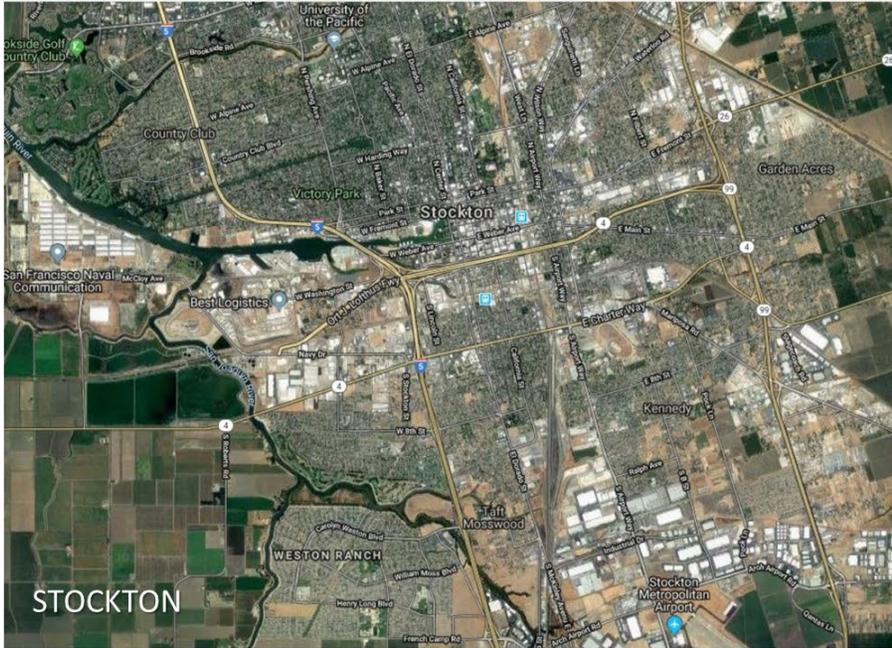
Diabetes (HPI - urban only)

Obesity (HPI - urban only)

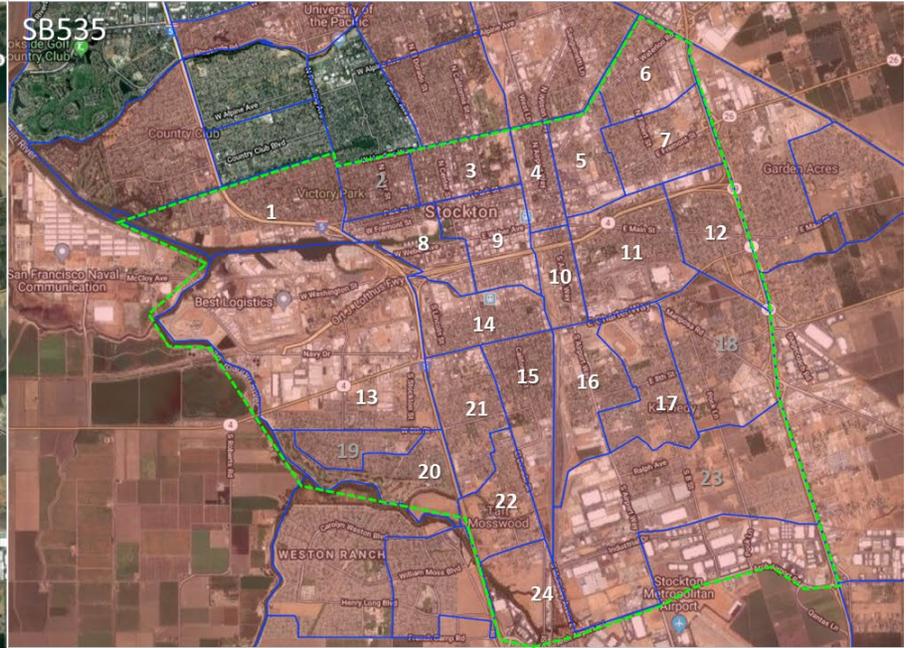
CAPACITY (50%)

Number of engaged CBOs (SJV EJ SC)

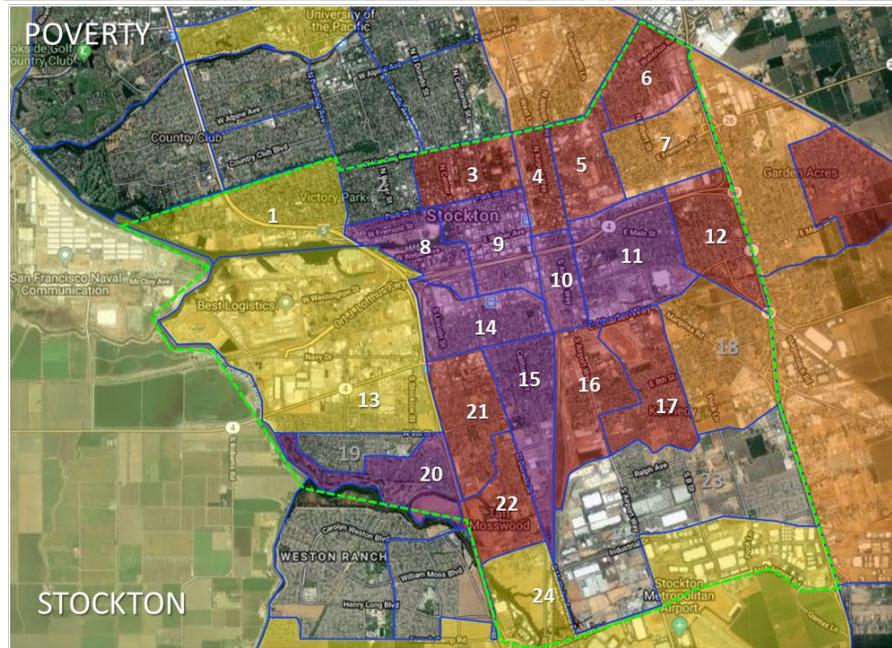
CES or HPI		PM2.5 Emissions	
statewide rank	SCORE	SCORE	SCORE
75th percentile	1	1-2 tons/year	1
80th percentile	2	3-5 tons/year	2
85th percentile	3	6-10 tons/year	3
90th percentile	4	11-15 tons/year	4
95th percentile	5	> 15 tons/year	5



STOCKTON

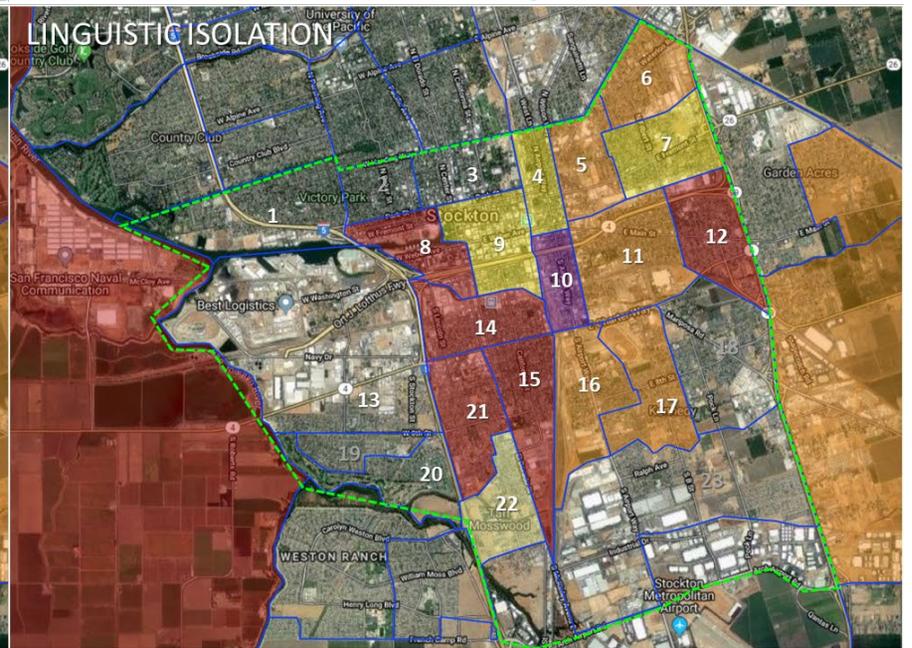


SB535

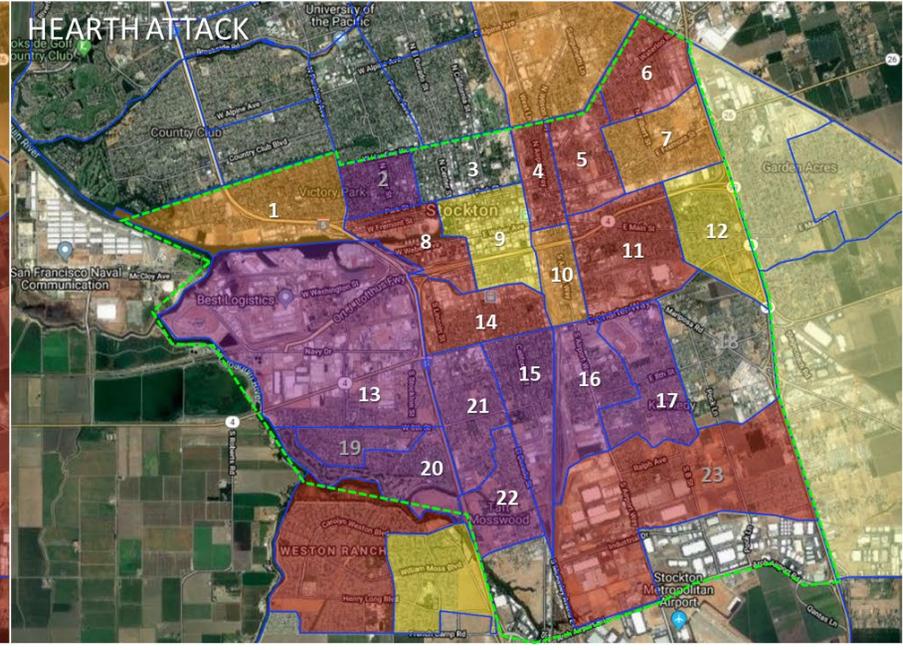
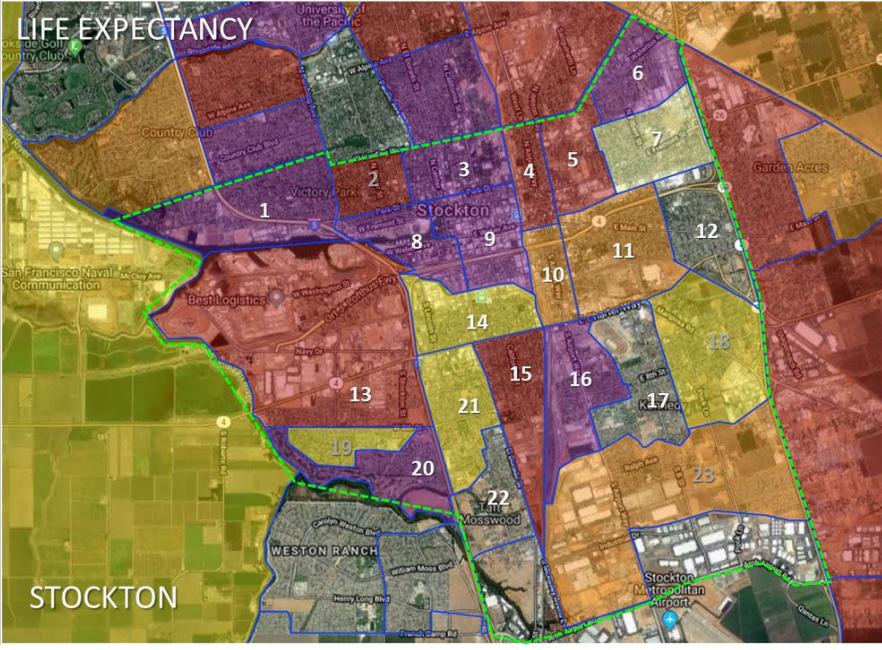
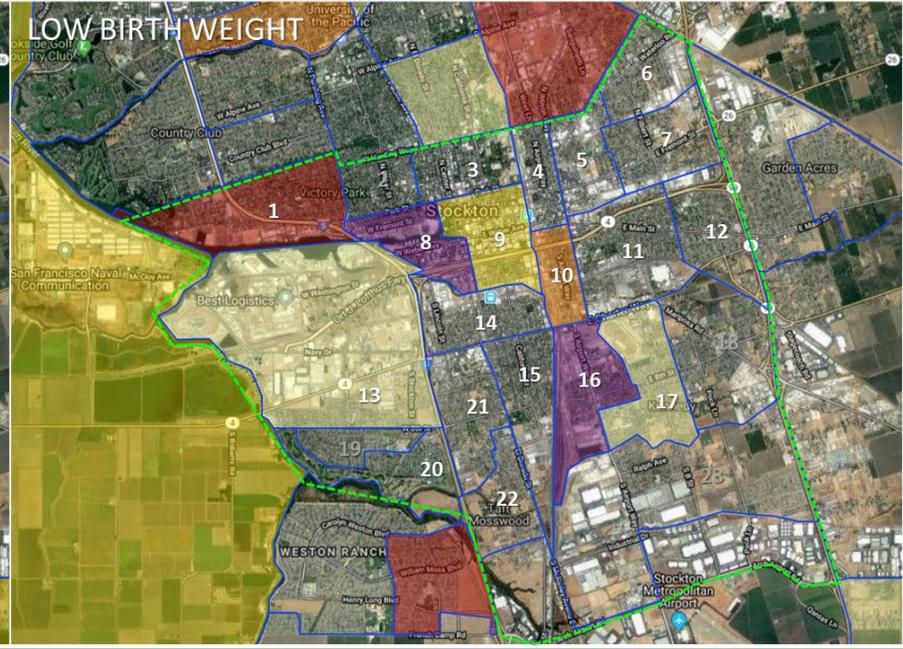
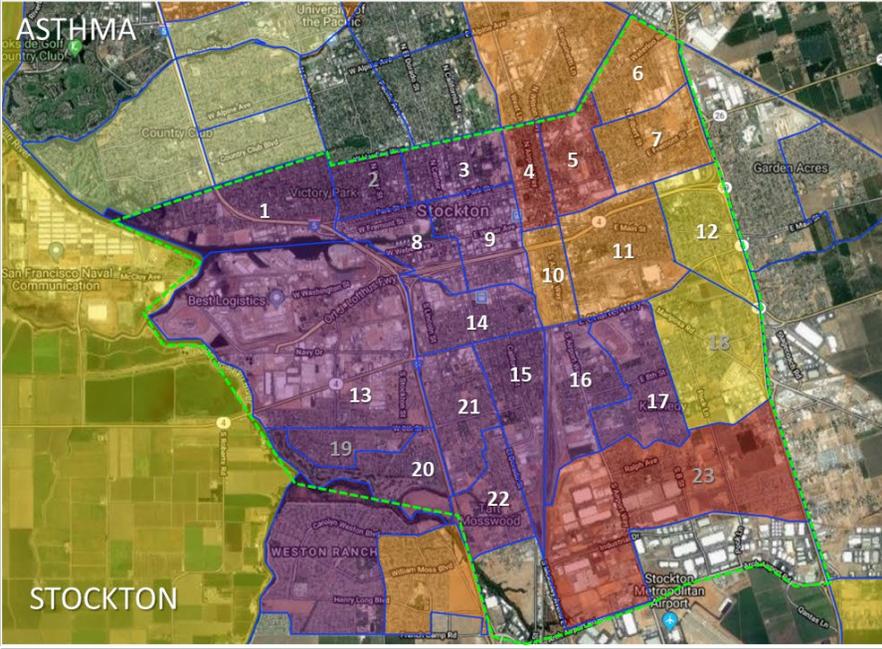


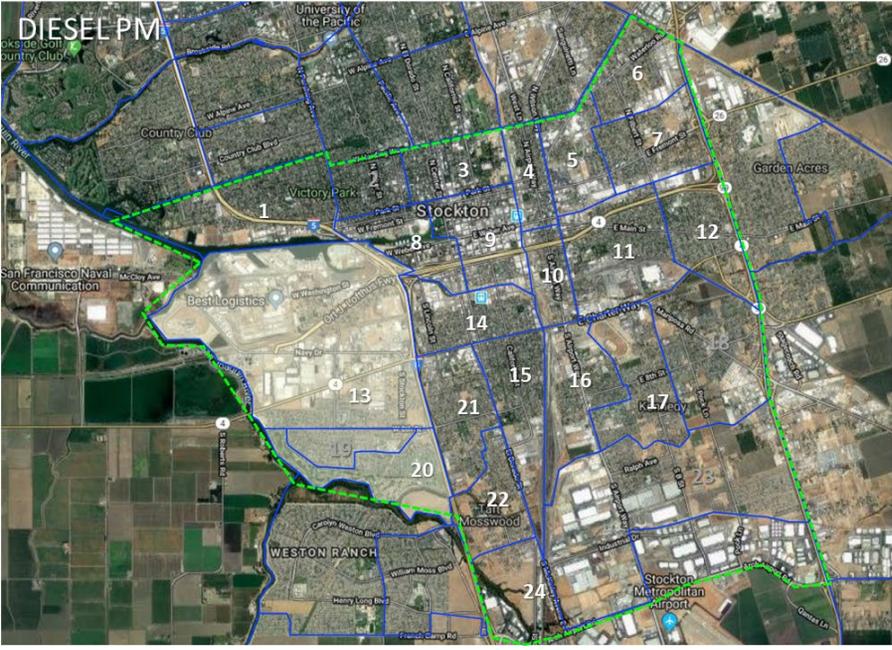
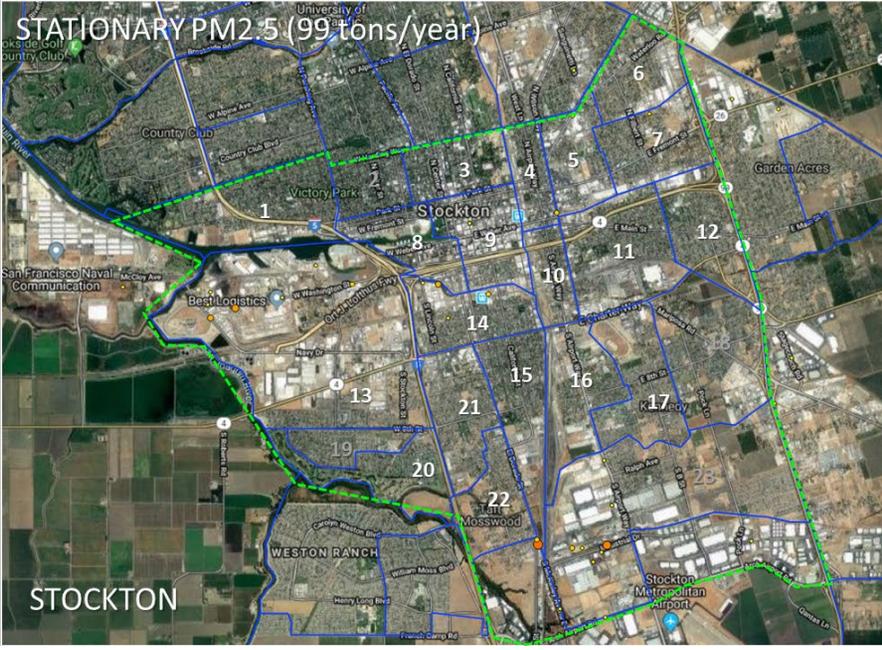
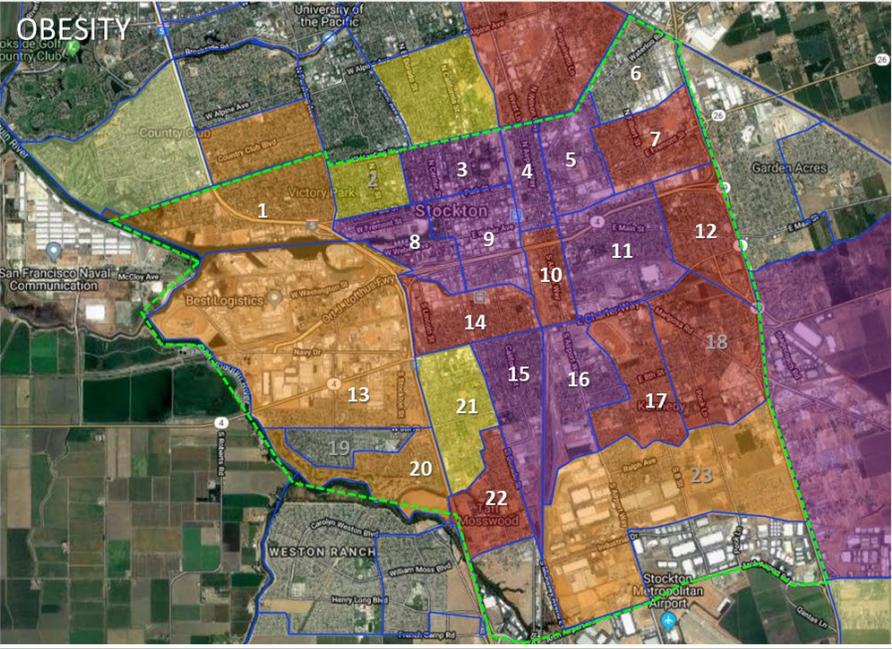
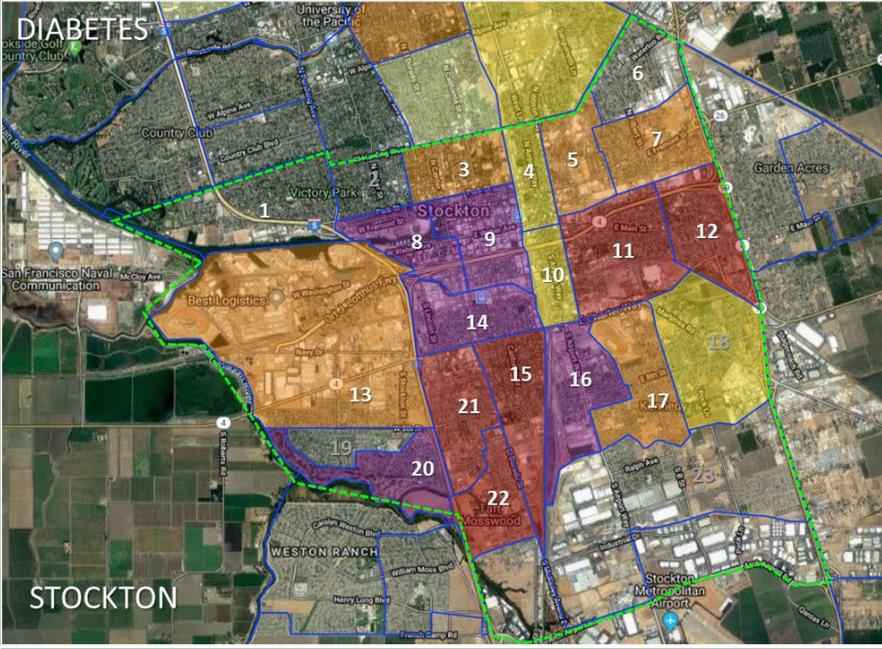
POVERTY

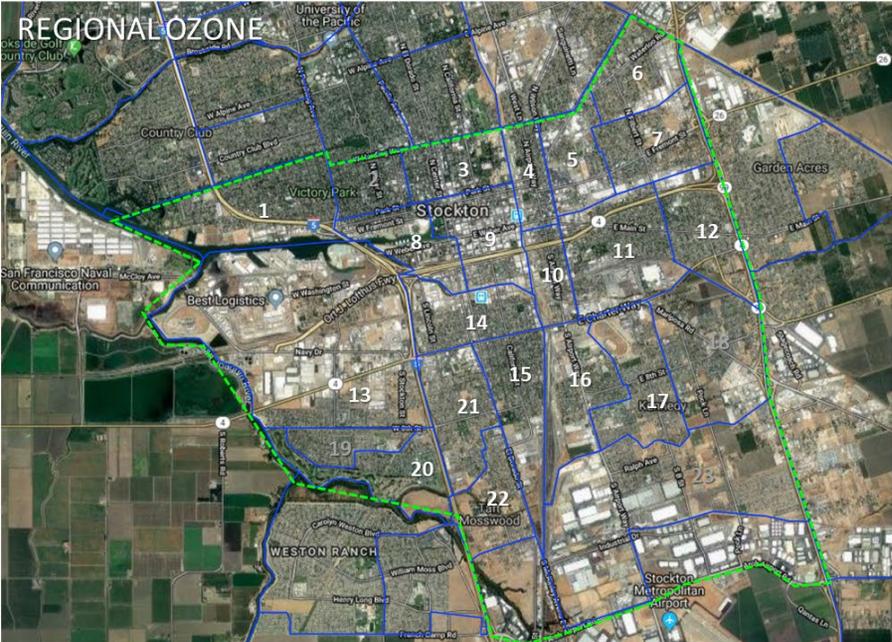
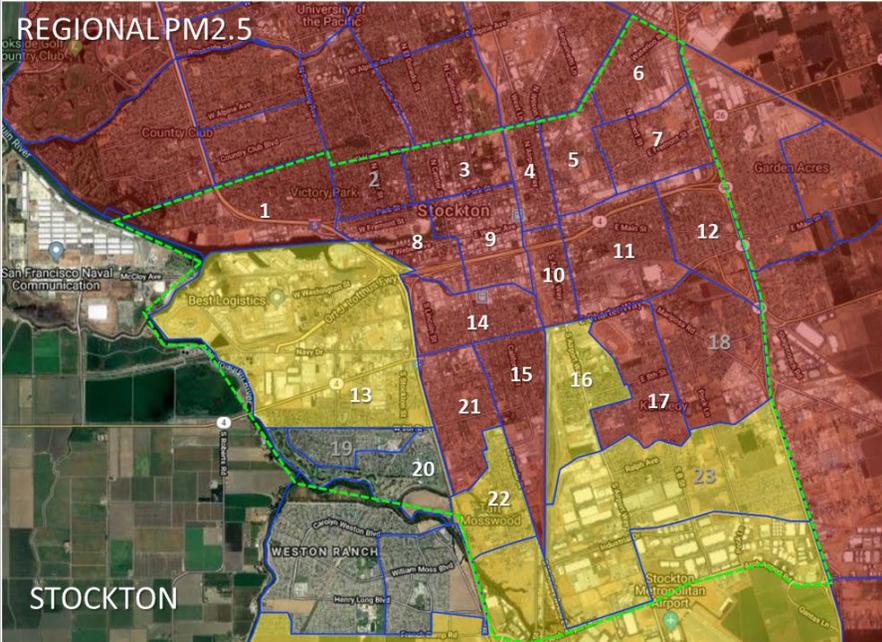
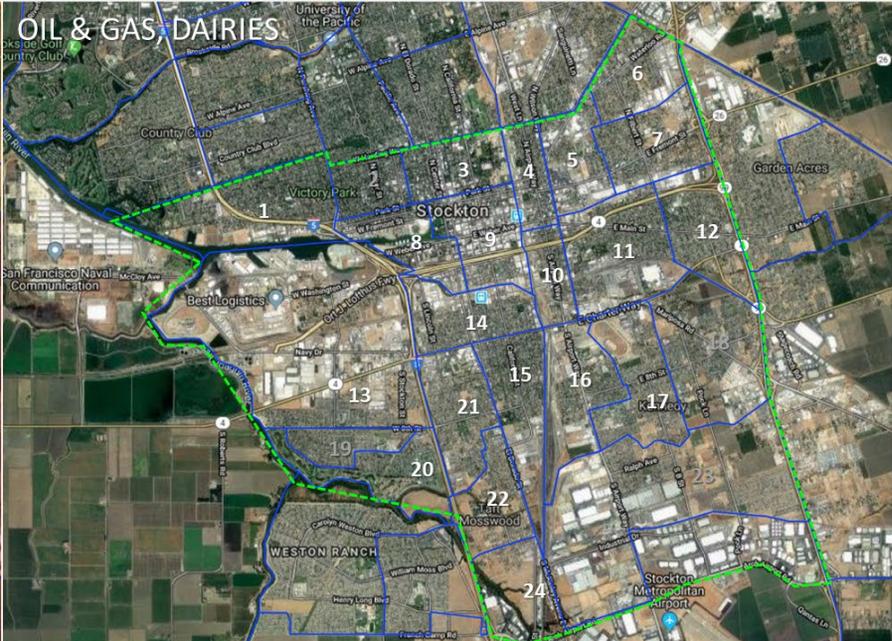
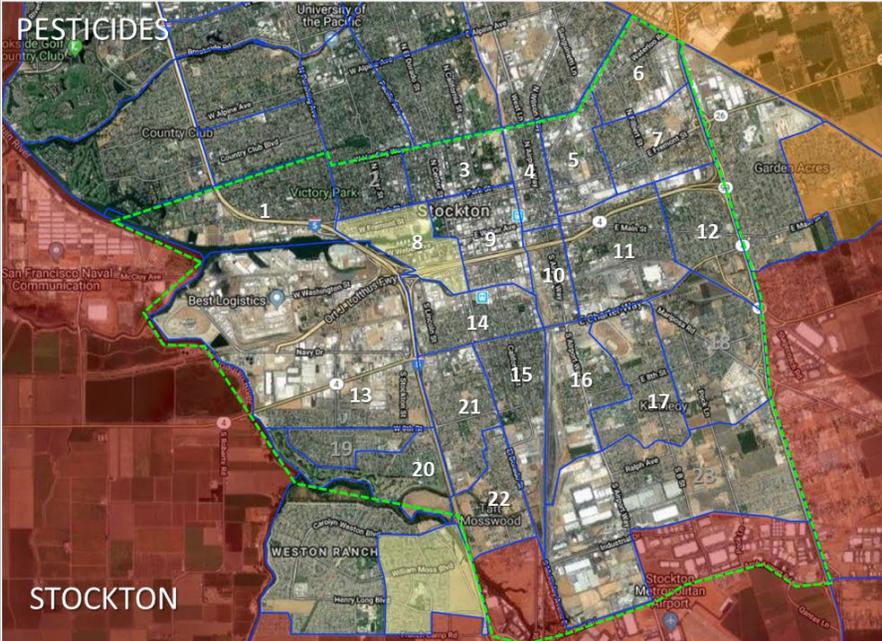
STOCKTON

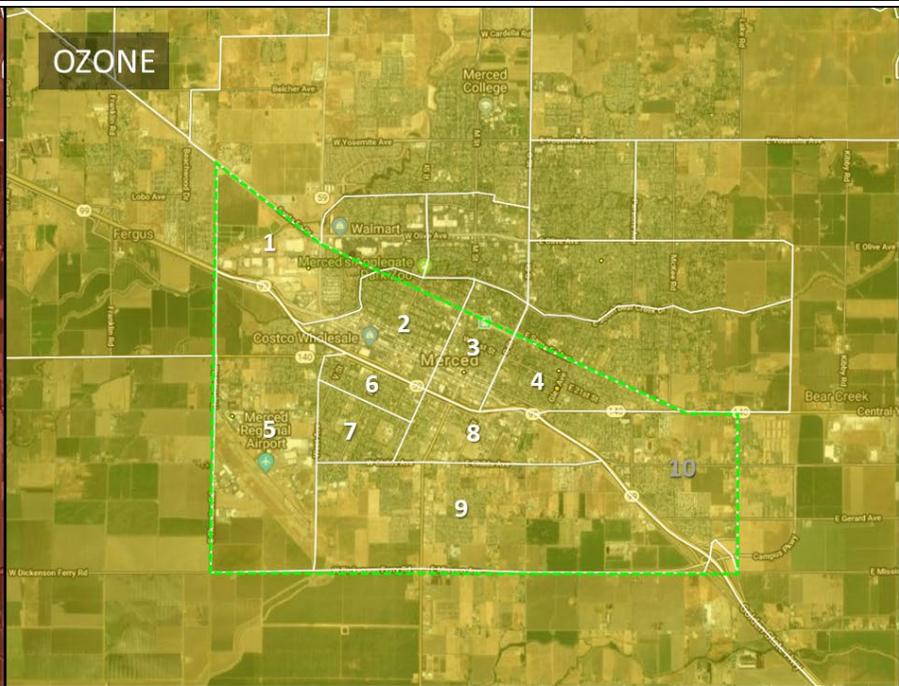
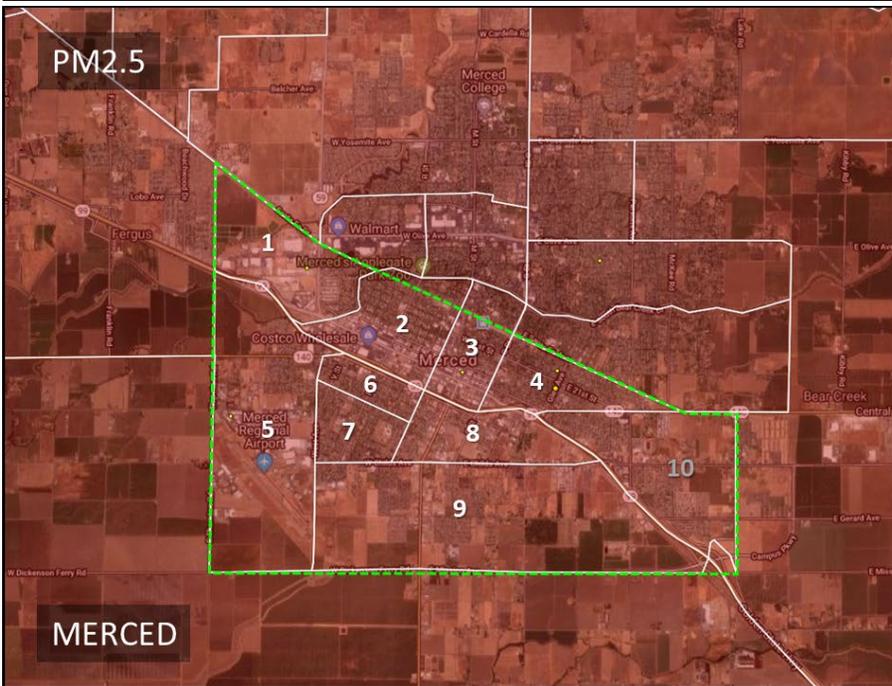
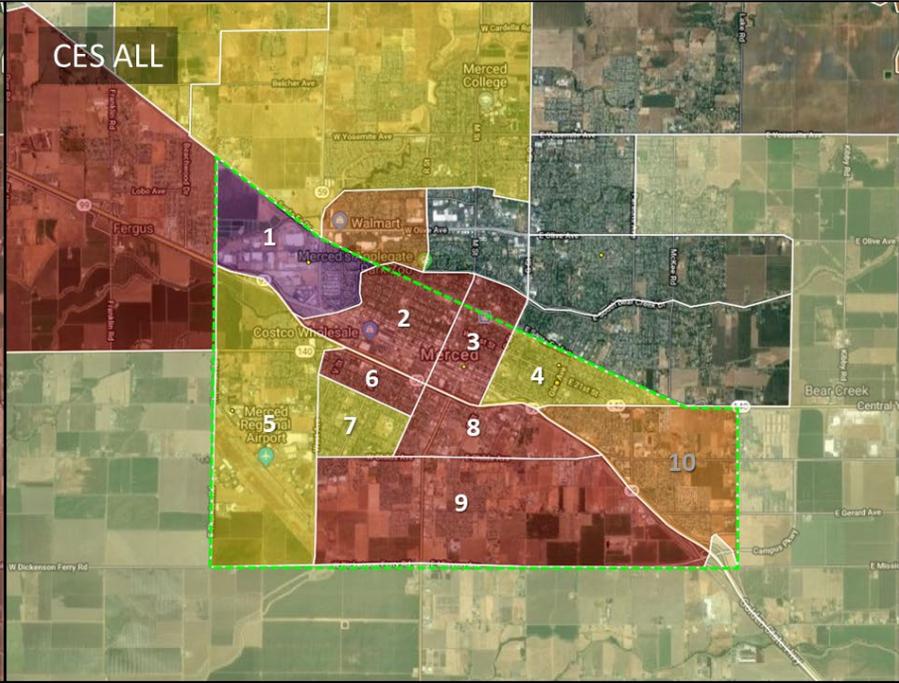
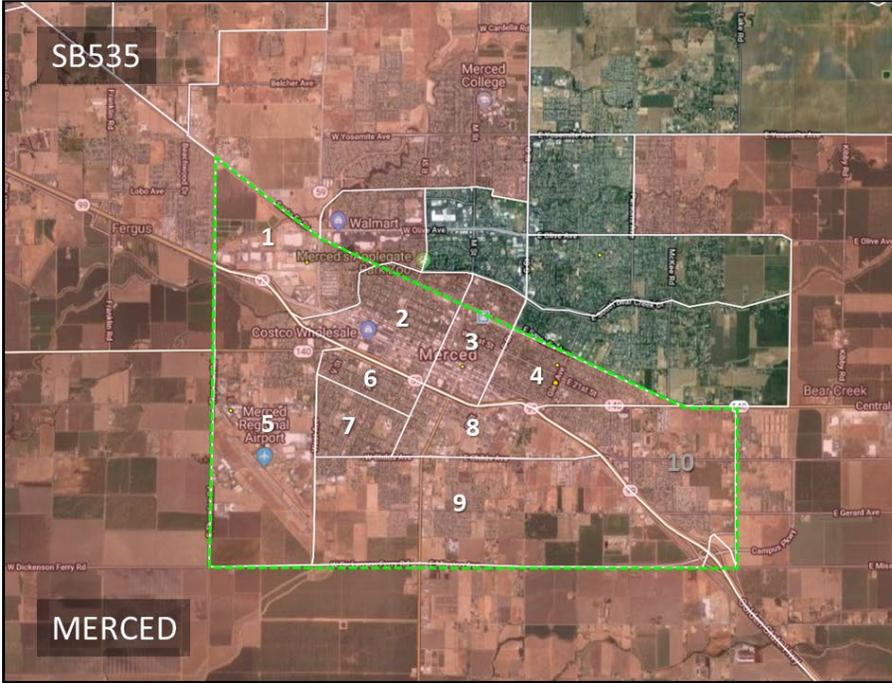


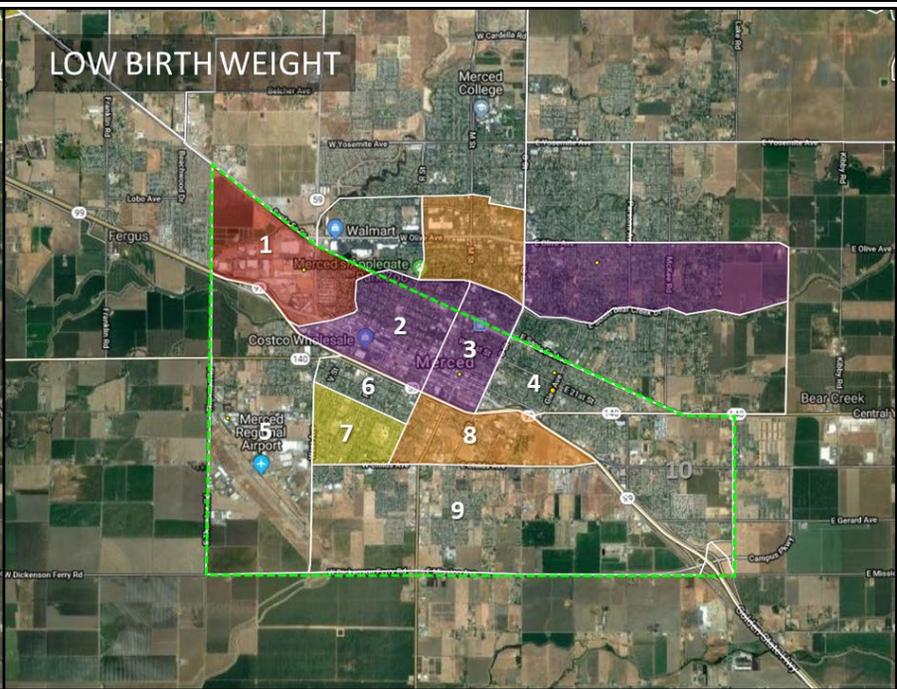
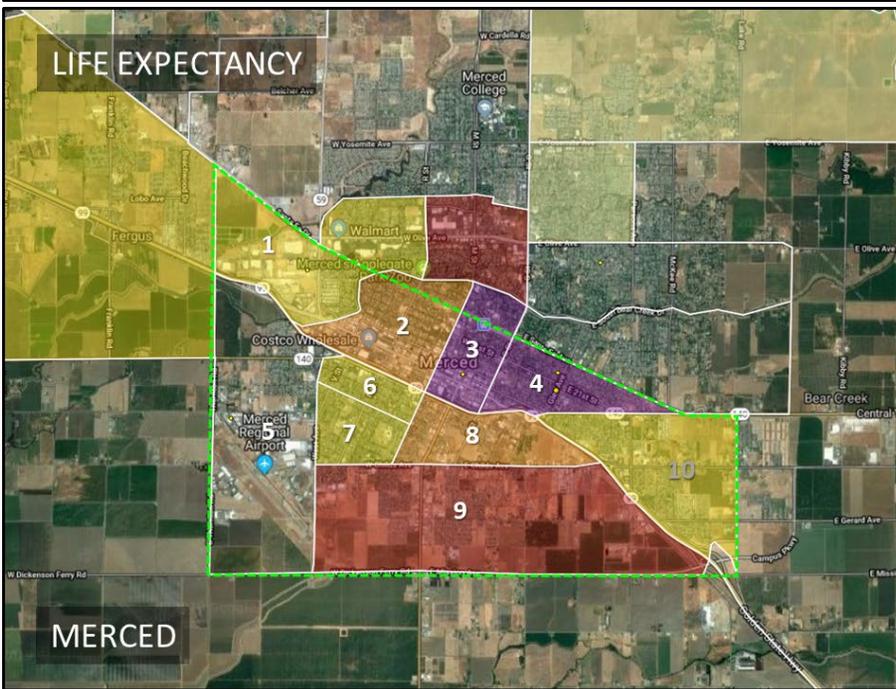
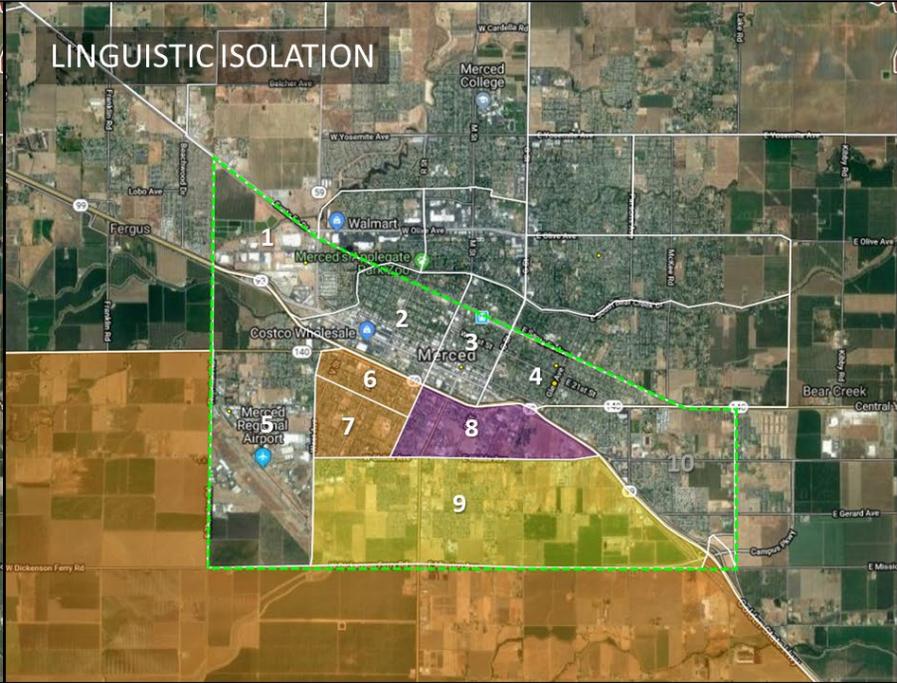
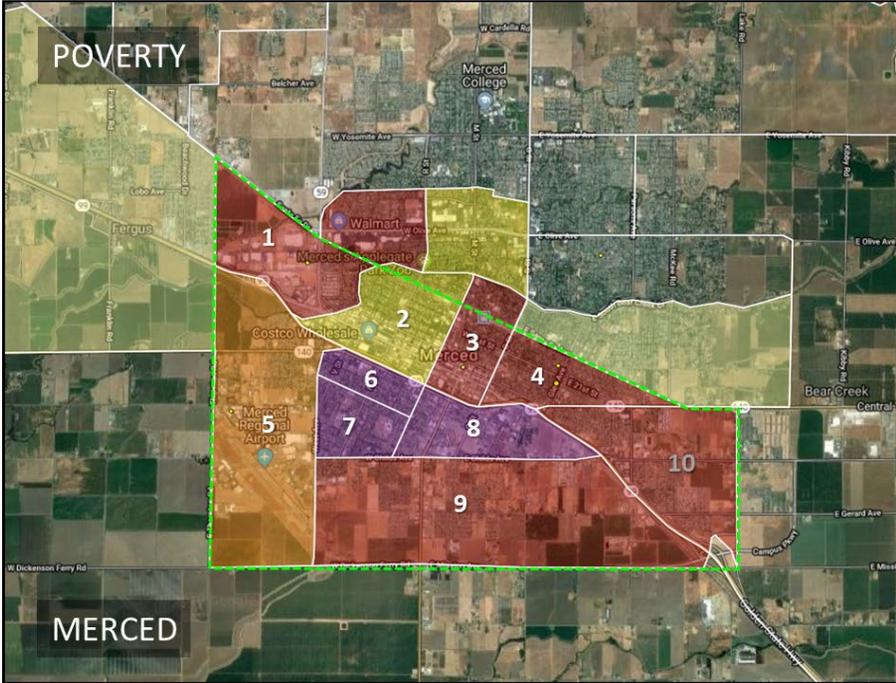
LINGUISTIC ISOLATION

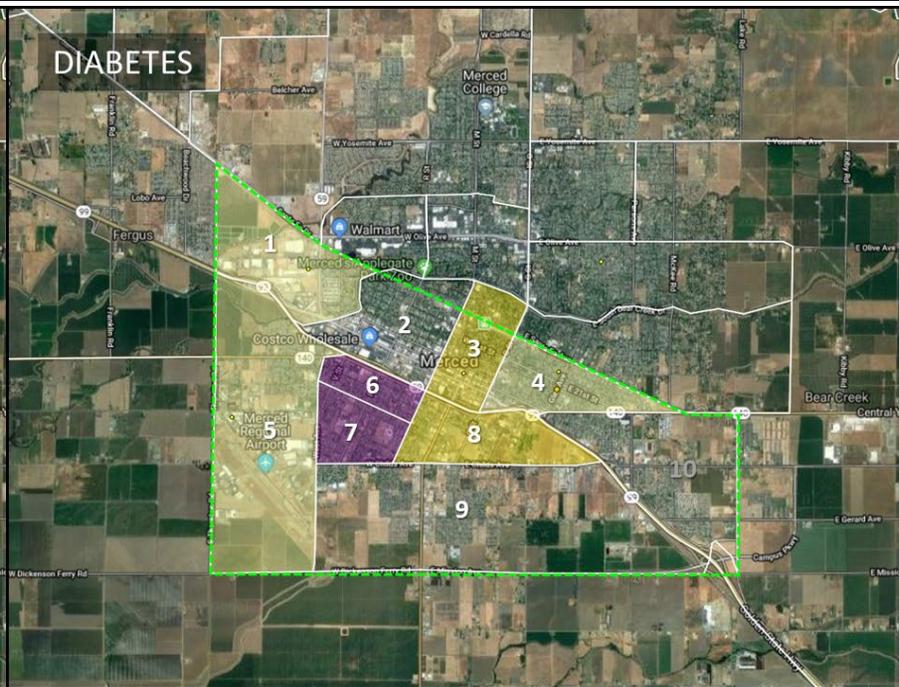
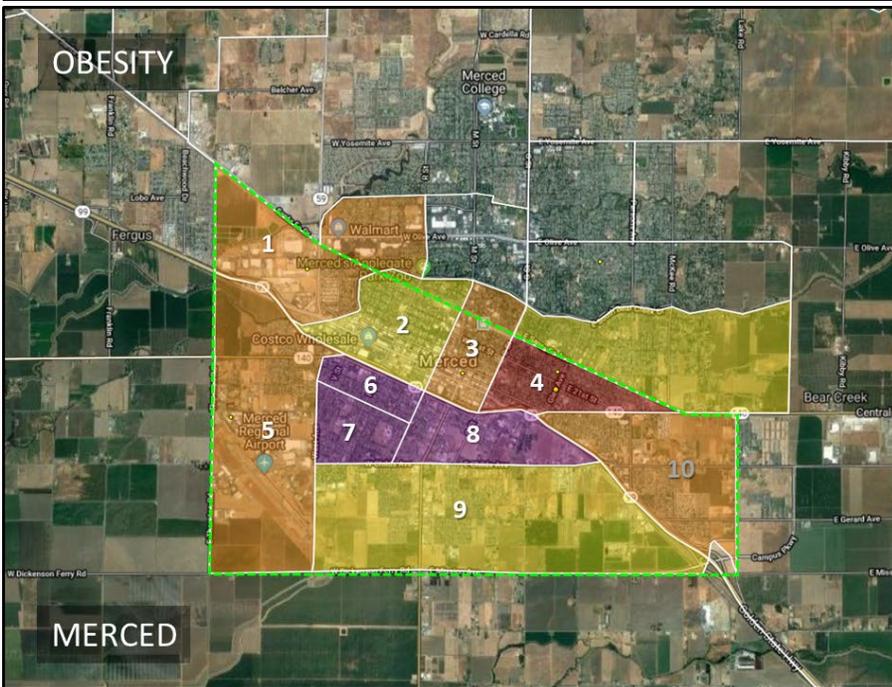
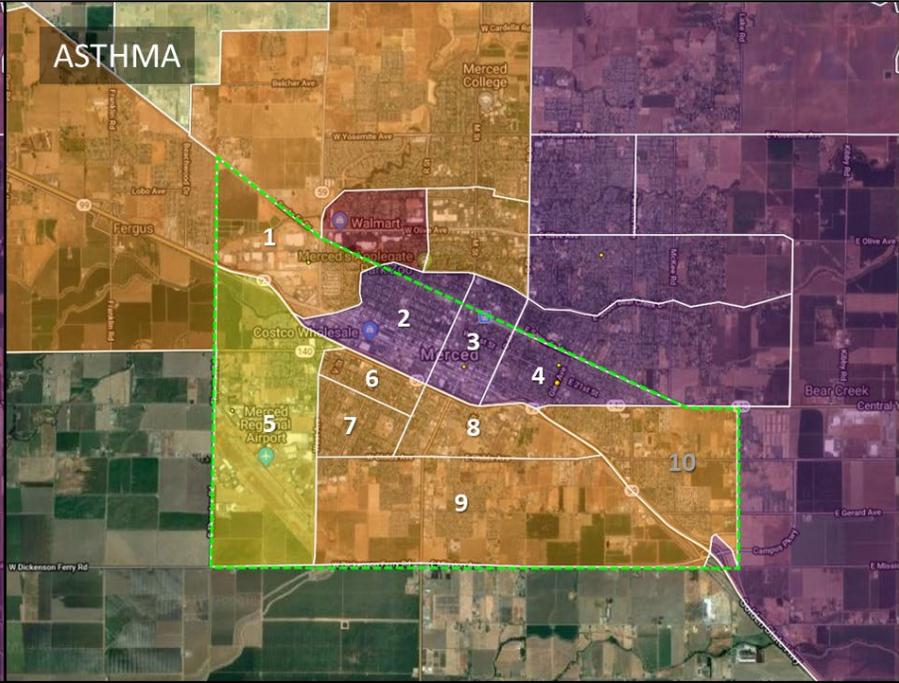
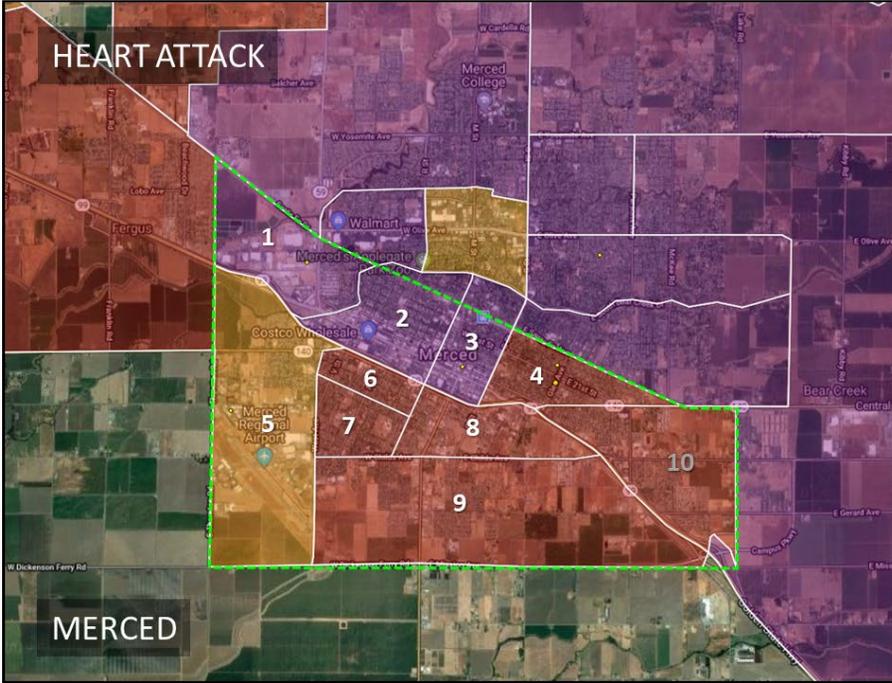












MERCED

Includes only SB535-defined census tracts

	MERCED CENSUS TRACTS (map ID #)										AVERAGE	WEIGHTED
	1	2	3	4	5	6	7	8	9	10		
POPULATION CHARACTERISTICS (10%)	2.0	1.0	2.0	2.0	1.5	4.0	4.0	5.0	3.0		2.7	2.7
Poverty	4	2	4	4	3	5	5	5	4			
Linguistic Isolation	0	0	0	0	0	3	3	5	2			
REGIONAL AIR POLLUTION (10%)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
PM2.5	4	4	4	4	4	4	4	4	4			
Ozone	2	2	2	2	2	2	2	2	2			
LOCAL AIR POLLUTION (10%)	3.0	2.0	3.0	3.0	2.0	2.0	0.0	0.0	2.0		1.9	1.9
Diesel PM		2	2			2						
PM2.5 Stationary Sources	1		1	3								
Pesticides	4				4				4			
Oil&Gas												
Dairies												
HEALTH (20%)	3.0	3.3	4.2	3.2	1.5	3.2	3.5	3.3	2.2		3.0	6.1
Asthma ED rate	3	5	5	5	2	3	3	3	3			
Heart Attack ED rate	5	5	5	4	3	4	4	4	4			
Low Birth Weight	4	5	5	0	0	0	2	3	0			
Life Expectancy	2	3	5	5	0	2	2	3	4			
Diabetes (urban only)	1	0	2	1	1	5	5	2	0			
Obesity (urban only)	3	2	3	4	3	5	5	5	2			
CAPACITY (50%)											2.0	10
TOTAL SCORE												23.7

